

*Fort Wayne. Citizens' Civic  
Association.*

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F O R T   W A Y N E

i n 1950

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FORT WAYNE

in

1950

A CIVIC HANDBOOK

FORT WAYNE CIVIC ASSOCIATION, INC.  
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## F O R E W O R D

Ft. Wayne is recognized nationally as a sound, well-balanced, energetic, successful community.

Its location and surroundings are ideal, its industries are varied, its finances excellent and its population typically American.

The future of Ft. Wayne is what its citizens will make it. The superior type of our citizenship is worthy of better homes, better neighborhoods and better places in which to earn a livelihood.

World-wide conditions compel us to look into the future. This pamphlet outlines some of the many opportunities for making Fort Wayne a city of which our children will be proud.

Those who hold membership in the Ft. Wayne Civic Association not only profess these beliefs; they are willing to spend their time and money to attain practical results; their efforts are directed toward making Ft. Wayne more livable, more beautiful and more prosperous. The Association welcomes the assistance and co-operation of every citizen of like faith.

FORWARDED

The report is forwarded herewith as a copy, well-illustrated,

and, I trust, successful.

The local and surrounding area, the London and

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SCENE OF WHICH WE SHOULD BE PROUD

1. The first scene.
2. The second scene.
3. The third scene.
4. The fourth scene.
5. The fifth scene.
6. The sixth scene.
7. The seventh scene.
8. The eighth scene.
9. The ninth scene.
10. The tenth scene.
11. The eleventh scene.
12. The twelfth scene.
13. The thirteenth scene.
14. The fourteenth scene.
15. The fifteenth scene.
16. The sixteenth scene.
17. The seventeenth scene.
18. The eighteenth scene.
19. The nineteenth scene.
20. The twentieth scene.





PROJECTS WHICH NEED ATTENTION

1. Post War employment.
2. Blight and the Nickel Plate Problem.
3. A Union Station in an appropriate setting.
4. An East-West major thoroughfare and Motor Terminal.
5. Distribution streets and highways.
6. Pavement repairs.
7. Flood Waters.
8. The sewer problem.
9. River bank improvement.
10. Scenic and historic sites and drives.
11. A Municipal Auditorium.
12. Facilities for open air concerts and dramatic entertainment.
13. An Anthony Wayne Memorial.
14. Airports and Air travel.
15. Tourist trade.
16. City Recreational facilities.
17. Supervised recreation in County.
18. County forests.
19. County zoning.
20. Citizen participation in city and county planning.







## P O S T   W A R   E M P L O Y M E N T

The interest in Post War Planning touches every individual, every business and every branch of government in the United States. We place it first in order of importance because nearly every project affecting the future of Fort Wayne is involved in the determination on the part of our Citizens that the boys who return from the front shall not suffer from lack of employment. Selling apples on the street corner to keep from starving does not appeal to the sense of justice of the American People. Men who have served and suffered to defend our liberties are entitled to better treatment. If every community in the nation will do its share in providing full employment in the return to peace time pursuits, there will be no talk or threat of socialism, communism or anarchy in the years to come. Fort Wayne must do its share.







## B L I G H T E D   D I S T R I C T S

### WHAT IS BLIGHT?

Blight is caused by changing conditions. Business districts had a different aspect in the days of the ox cart and canal boat than they have now in the days of paved streets and rapid transportation. Columbia Street was, at one time, the Calhoun Street of Fort Wayne. Radical changes in the future may cause Calhoun Street to become the Columbia Street of our city. Stranger things have happened in other places.

### CERTAIN PROPERTY LOSSES CAUSED BY BLIGHT

	Formerly as- sessed for taxation	Value Now	Deprecia- tion
N. E. corner of Calhoun and Columbia Street	117,500	25,000	79%
623 Calhoun Street	34,500	8,500	76%
Transfer Bldg.	245,000	70,000	72%
Pond Property on E. Main Street	26,000	7,500	72%
622 Barr Street	13,000	2,550	81%

### PROPER PLANNING WILL MINIMIZE BLIGHT

Causes of blight must be analyzed and measures taken to prevent loss. An important step forward in that behalf was taken in 1928 when the city adopted a zoning plan. That plan, however, did not remove existing causes of blight; it only "froze" districts into their then condition. Immediate action should be taken in regard to projects which will have a vital effect in maintaining property values throughout the city. The first and most important of these is

### THE NICKEL PLATE PROBLEM





## THE NICKEL PLATE ROAD

### A PROBLEM CHILD

In 1923 the Board of Works started action to ELEVATE the Nickel Plate Railroad. For many years the matter had been under discussion by city officials, business men and citizens.

In 1927 Mrs. Winifred Randall began a correspondence and held a number of conferences with railroad officials in regard to REROUTING the Nickel Plate.

Robert B. Hanna, the dean of city planning in Fort Wayne and consultant to the City Plan Commission, has been advocating, for years, the rerouting of the Nickel Plate.

In 1934 Mayor Baals appointed Fred B. Shoaff chairman of the Citizens' Committee, who in turn appointed Donnelly P. McDonald, chairman of the Nickel Plate Committee.

During the past ten years persistent efforts have been made by these gentlemen, their committees and the city administration to arrive at some solution of the Nickel Plate problem.

In 1942 President Brooke of the Nickel Plate Railroad stated in positive terms at a meeting at the Chamber of Commerce that his company was satisfied with its route through Fort Wayne, that there was no law by which they could be compelled to reroute and that under no circumstances would they do so.

Thus, through six administrations, under the leadership of Mayors Hosey, Geake, Cutshall and Baals, the meetings, the maneuvering and the fight have gone on. A most discouraging and heartbreaking situation to loyal and earnest workers for public good.

Our entry into the war in 1941 after the attack on Pearl Harbor discouraged further action.

In June 1943 the state Highway Commission, at a meeting with the Fort Wayne Board of Realtors, urged the resumption of rerouting activity with the promise that if the railroad right of way were vacated they would build on it, without cost to the city of Fort Wayne, a four-lane state highway.

The Realtors immediately took an interest, organized a trip to Toledo to investigate rerouting experience in that city and held numerous conferences with city and state officials. A joint committee from the Board of Realtors and from the Citizens' Nickel Plate Committee conferred with the city administration in regard to the employment of an expert to investigate and report on the feasibility of rerouting.

In pursuance of such action and upon recommendation by officials of the Interstate Commerce Commission in Washington, the city on January 4, 1944 employed Mr. E. J. Noonan of Chicago, a consulting engineer on railway operation, to make such a report. On April 15, 1944 he submitted his preliminary report to the Board of Works from which we quote the following extracts.

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## NOONAN REPORT

### HE SAYS:-

"The relocation of the Nickel Plate shortens its line through Fort Wayne, greatly reduces curvature, but increases the rise and fall. A detailed analysis from an operating standpoint of the proposed new line, compared with the existing line of the Nickel Plate, based on data such as the number of trains, train mile costs, maintenance costs and present proposed operation, will show that the reduction in curvature provided by the new line, will more than offset the additional rise and fall, and will prove a substantial economic advantage for the new line over the existing line."

### MR. NOONAN SAYS FURTHER:-

"There is no question that the concentration of all railroad development through a city is highly desirable. Such a statement is borne out by extensive study of railroad problems in many American cities. I do not believe, however, that the complete removal of all facilities of the Nickel Plate through Fort Wayne, particularly the tracks used for servicing industries along its line, is economically justified at this time."

### IN CONCLUSION HE SAYS:-

"From the studies I have made of this project, I am convinced that the plan for the relocation of the main line of the Nickel Plate, contained in this report, is not only feasible, but advisable, and that the City is justified in making every effort to bring about an agreement with the railroads in order to put the plan into effect."

1. The first part of the paper discusses the importance of the study of the history of the United States.

2. The second part of the paper discusses the importance of the study of the history of the United States.

3. The third part of the paper discusses the importance of the study of the history of the United States.

4. The fourth part of the paper discusses the importance of the study of the history of the United States.



Too sharp a curve for either  
a railroad or a highway





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### COST OF ELEVATING THE NICKEL PLATE

According to the plans worked out by the city and the Nickel Plate Railroad in 1939, out of SEVENTEEN street crossings there would be SIX grade separations. Van Buren Street and Anthony Boulevard grades would not be separated. The streets would be depressed at least FOUR feet as the Railroad is not willing to elevate the tracks more than fourteen feet. The estimate made in 1939 totaled \$3,305,129.00. It is estimated that the cost after the war will be not less than four million dollars.

### ROUGH ESTIMATE OF REROUTING COST

made by the State Highway Engineers and the Board of Realtors. They are comparable to the estimates made by Mr. Noonan.

These figures would provide a double track along the north side of the Wabash and Pennsylvania.

1. Eight miles of new double track	\$ 640,000.00
2. Grading	250,000.00
3. Bridges and culverts	1,185,000.00
4. Relocating telegraph lines	60,000.00
5. Miscellaneous cost of Nickel Plate facilities	150,000.00
6. Cost of real estate for new right of way	750,000.00
7. Changes to be made by Pennsylvania and Wabash	100,000.00
8. Damages to Pennsylvania properties	100,000.00
	<hr/> \$3,235,000.00





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## REROUTING THE NICKEL PLATE

### IS NECESSARY

1. BECAUSE it destroys values in adjacent property.
2. BECAUSE Fort Wayne is developing a slum district at its center.
3. BECAUSE Nickel Plate trains block traffic and cause great loss of time and money to motorists.
4. BECAUSE all property from Berry Street to the north limits of the city is depreciated by traffic stoppage.
5. BECAUSE the Nickel Plate can have a convenient and uninterrupted route alongside the Wabash and Pennsylvania tracks.
6. BECAUSE rerouting will be less expensive than elevation.
7. BECAUSE the continued growth of the city demands that the central business district of Fort Wayne should be permitted to expand to the north.
8. BECAUSE the Nickel Plate tracks destroy the value of the historic site upon which Anthony Wayne built his fort.
9. BECAUSE the Nickel Plate railroad is an eyesore on the south bank of the Maumee River.
10. BECAUSE a major highway in place of the railroad tracks would encourage the building of an adequate memorial to Anthony Wayne on the Old Fort site.
11. BECAUSE such a highway would connect on the east with the proposed Anthony Wayne Memorial Parkway from Toledo and on the west with the proposed Wabash Valley Scenic Highway to Vincennes, New Harmony and the Ohio River.
12. BECAUSE motor terminal facilities downtown for transcontinental travel would create profitable tourist business for Fort Wayne.
13. BECAUSE the Nickel Plate yards are detrimental to health and property values in the west end of Fort Wayne.
14. BECAUSE rerouting the Nickel Plate would give a compelling reason for a Union Station long needed in Fort Wayne.
15. BECAUSE rerouting the Nickel Plate is necessary to the postwar modernization of Fort Wayne.





## SHOULD THE TAIL WAG THE DOG?

The assessed valuation in Fort Wayne is ONE HUNDRED AND EIGHTY MILLION DOLLARS. The assessed value of Nickel Plate property in Fort Wayne is six hundred and thirty THOUSAND dollars.

Fifty thousand vehicles on an average cross the Nickel Plate tracks every day. Thirty Nickel Plate trains a day at ten different crossings cause delay to traffic that costs in gasoline and lost time many thousands of dollars a year.

One hundred and thirty thousand people are inconvenienced. Blighted values of real estate amount to millions.

If we were planning Fort Wayne now would we put a railroad through our business district?

Elevation would eliminate traffic delays at six street crossings out of seventeen, but its cost would be higher and the noise, cinders and dirt and the depreciation of adjacent real estate would continue. The "Chinese Wall" would perpetuate a condition that would grow more intolerable as time went on. The present situation will not be improved by elevating the noise, the dirt, the squealing pigs and stinking cattle cars fourteen feet in the air.

The question for every citizen to ask himself is whether we should forego a four-lane highway through downtown Fort Wayne which would cost us nothing. Give up all idea of an adequate memorial on the Old Fort site, and forget the national interest it would excite? Should we give up all hope of a Union Station in surroundings that would be worthy of our city? We believe that the answer is "No" and we are willing, as an organization, to carry on until the project is accomplished.





## OTHER NECESSARY PROJECTS

### FLOOD WATERS & SEWERS

Flooded basements, impassable subways, submerged residential districts are not a badge of civic honor. Whatever the cost, such evils should be rectified. Closer cooperation between the citizen and the City Hall will bring mutual satisfaction instead of complaint. Through the Fort Wayne Civic Association the citizens can express their wishes with authority.

### RIVER BANKS

The improvement of our river banks should proceed. Much progress has been made in past years, but much remains to be done. As in other projects of general purpose, the citizens must show an interest. Everyone will realize the benefits of such improvements as historic spots are given proper settings and scenic drives are made available.

### AUDITORIUM-OUTDOOR AMPHITHEATER

Music and dramatic art have made great headway in Fort Wayne during the past few years. The generous few should not be expected to carry the entire expense of cultural projects. Financial support should be provided by the many. Appropriate places for holding conventions and large civic meetings should be provided. An outdoor amphitheater in one of our parks would prove to be a profitable attraction in the cultural program of our city.

### AN ANTHONY WAYNE MEMORIAL

This is a project that needs general support. Small groups cannot carry on long enough to get results. It is not for political consideration either. Public office is subject to frequent change and lacks continuity of purpose. Support by a civic organization is the only solution.

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## AIRPORTS AND AIR TRAVEL

In many cities it is being fully realized that a community problem is not necessarily solved when a commission is appointed to take charge. The public is the employer; the city official is the employee. The public will get good service in proportion to the interest it takes in what its employee, the commission, is doing. Air travel is too important a subject for the citizen to ignore. Modern America is becoming an "air minded" public.

## TOURIST TRADE

Fort Wayne is situated near the center of population of the United States. Within a radius of 250 miles there is a population of twenty million people. Our material and civic interests demand that we attract as many as possible of these people to visit and become acquainted with Fort Wayne.

The statement is made on good authority that the average tourist spends five dollars a day in a town he is visiting. Communities have grown prosperous on tourist trade. Fort Wayne has now and can have in the future many more attractions for tourists. In setting our house in order we not only make Fort Wayne more attractive to others, but put added wealth and money profits into our own pockets. There again every citizen can do his bit for the common good.

1. The first part of the paper is devoted to a general discussion of the problem of the existence of solutions of the system of equations

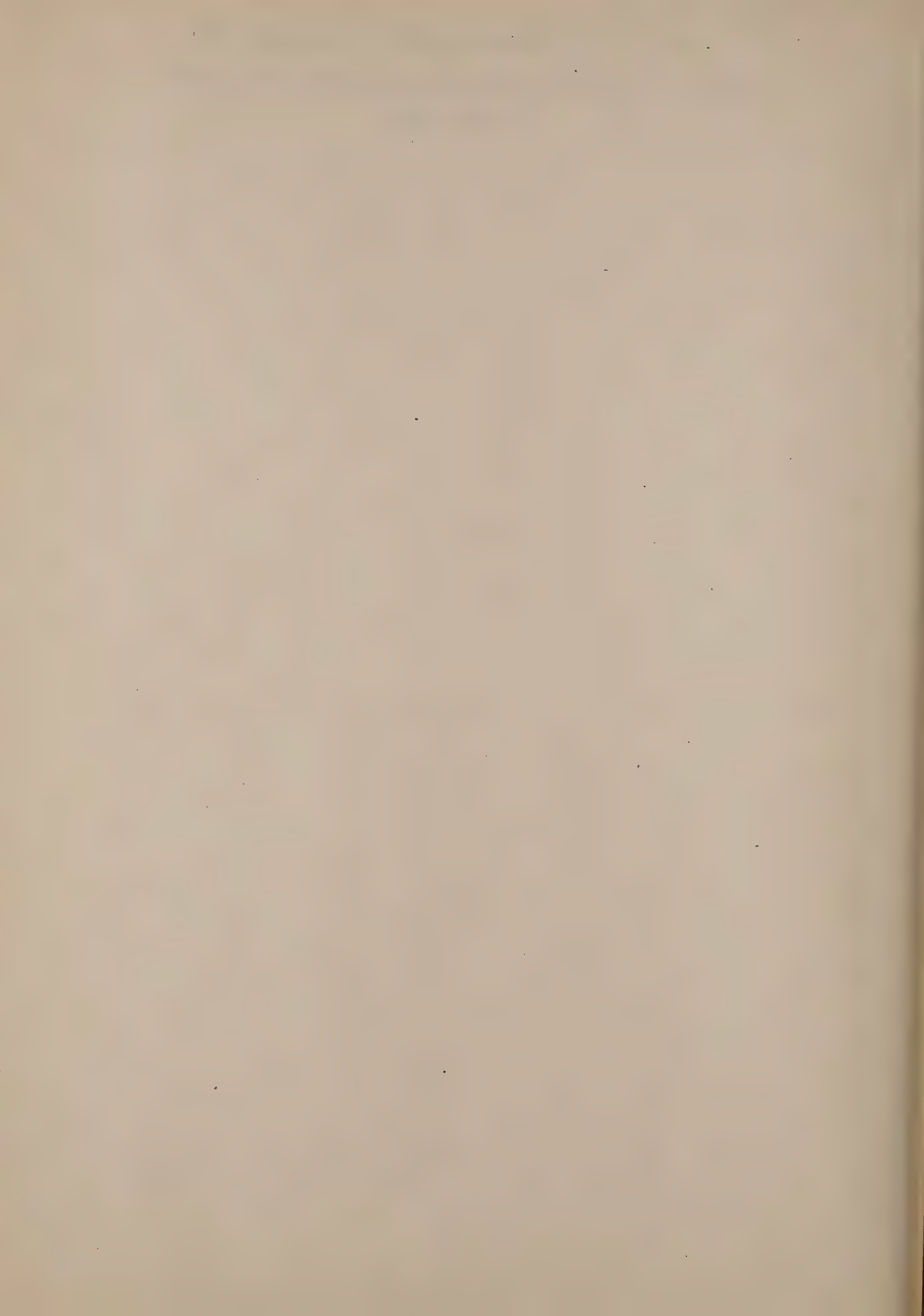
which are satisfied by the functions  $u_i$  and  $v_i$  in the domain  $G$  of the plane. It is shown that the system has a solution if and only if the functions  $f_i$  and  $g_i$  satisfy certain conditions.

2. In the second part of the paper the problem of the uniqueness of the solution of the system of equations is considered. It is shown that the solution is unique if the functions  $f_i$  and  $g_i$  satisfy certain conditions.

3. In the third part of the paper the problem of the construction of the solution of the system of equations is considered. It is shown that the solution can be constructed by the method of successive approximations.

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FT. WAYNE IS IN A PIVOTAL POSITION IN THE MIDDLE WEST  
TWENTY MILLION PEOPLE LIVE WITHIN EASY TRAVELLING DISTANCE  
OF FORT WAYNE





## RECREATION

This is a subject close to every family in some form or other, but the comparison between expenditures in Fort Wayne with other cities is not favorable. We should know more about the needs and opportunities for recreation in city and county.

## THE COUNTY

Good roads and means of travel are making one community of Fort Wayne and Allen County. County forests and county zoning need our attention. The value of zoning in the city has been proved beyond a doubt. Suburban residents who work in the city are realizing more and more the need of protection from hot dog stands, beer parlors, juke joints and junk yards.

We have a county planning Commission. It has drawn up a zoning ordinance with professional help furnished by the Federal Government. The zoning districts can be determined without much effort. All we need is some interest and energy on the part of our citizens.

Reforestation in this county is an important movement. There are many sections of our county where the land is of little value except for growing trees. If every community will cultivate some forest land the evils of erosion and floods will be mitigated.

## CITIZEN PARTICIPATION IN CIVIC PROJECTS

Business men have found profit in trade organizations. Neighbors have discovered advantage in organizing themselves into civic associations. It is a logical conclusion that an organized citizenry can accomplish more for the good of the entire community than individuals or separate groups.

The average citizen expresses his opinion on civic affairs effectively only once in four years at the ballot box. He should have an opportunity to say frequently what he thinks. Free and frequent speech on the part of the citizen is the essence of our democracy.





F O R T   W A Y N E

in  
1950

A BIG JOB awaits us in Fort Wayne. The vital question is how and when it can be done. Some of the mentioned projects can be accomplished in one year, some in two years and some will take ten years. Our present program, however, contemplates five years of organized civic activity with planned results by 1950.

MANY PEOPLE and numerous organizations must become interested in the program. The city administration and business interests can accomplish much, but the people, the citizenship, of our community are the court of last resort in public affairs. The interests and the desires and purposes of all groups and sections must be drawn together and their activities coordinated.

THE GROUPS which should take a leading part in a broad civic movement under the leadership of the Fort Wayne Civic Association would consist of the city government, business, industry, trade organizations, labor unions, neighborhood associations, luncheon clubs, social groups and representatives from each of the sixty-one precincts of the city.

THE PROGRAM we have outlined will require much time and effort. It cannot be left to chance or volunteer help. An office and a small but efficient staff must be maintained. Meetings must be regularly held and committees carefully selected and kept at work.

COORDINATION will be the secret of success in carrying on such a program. If the Nickel Plate rerouting enthusiasts disregard the need of airports or if all available funds are absorbed in a too rapid expenditure for flood and sewer relief our civic affairs will become unbalanced. Discontent and dissention will follow and progress will be halted.

OTHER CITIES, without number, have proved the need of civic organization with a broad base of membership. Chicago, Cincinnati, St. Louis, Detroit, Niagara Falls have accomplished great results in winning the cooperation of their citizenship.

1. The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry must be supported by proper documentation and that the records should be kept up-to-date at all times.

2. The second part of the document outlines the procedures for conducting regular audits. It states that audits should be performed at least once a year and that the results should be reported to the appropriate authorities. It also mentions that any discrepancies found during an audit should be investigated immediately.

3. The third part of the document describes the various methods used to collect and analyze data. It includes information about the different types of data that are collected, such as financial data, operational data, and customer data. It also discusses the various statistical techniques that are used to analyze this data and to identify trends and patterns.

4. The fourth part of the document discusses the importance of maintaining a high level of security for all data. It states that all data should be stored securely and that access to the data should be restricted to only those individuals who need it. It also mentions that all data should be backed up regularly to prevent loss in the event of a disaster.

5. The fifth part of the document discusses the importance of maintaining a high level of accuracy in all data. It states that all data should be entered carefully and that any errors should be corrected immediately. It also mentions that all data should be reviewed regularly to ensure that it is accurate and up-to-date.

6. The sixth part of the document discusses the importance of maintaining a high level of transparency in all data. It states that all data should be made available to the appropriate authorities and that any changes to the data should be documented and reported. It also mentions that all data should be subject to regular audits to ensure that it is accurate and up-to-date.

7. The seventh part of the document discusses the importance of maintaining a high level of confidentiality in all data. It states that all data should be kept confidential and that any unauthorized disclosure of the data should be reported immediately. It also mentions that all data should be subject to regular audits to ensure that it is accurate and up-to-date.

8. The eighth part of the document discusses the importance of maintaining a high level of integrity in all data. It states that all data should be entered honestly and that any manipulation of the data should be reported immediately. It also mentions that all data should be subject to regular audits to ensure that it is accurate and up-to-date.

9. The ninth part of the document discusses the importance of maintaining a high level of reliability in all data. It states that all data should be collected and analyzed using reliable methods and that any errors should be corrected immediately. It also mentions that all data should be subject to regular audits to ensure that it is accurate and up-to-date.

10. The tenth part of the document discusses the importance of maintaining a high level of consistency in all data. It states that all data should be collected and analyzed using consistent methods and that any changes to the methods should be documented and reported. It also mentions that all data should be subject to regular audits to ensure that it is accurate and up-to-date.

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EDUCATIONAL PUBLICITY is necessary. The newspapers will cooperate.

Radio Stations are glad to put on local programs. A speaker's bureau should be at work the year around presenting the features of various improvements under consideration by the community and the city administration.

FINANCES are needed to carry on this program. In 1943, members of the Board of Realtors contributed \$1700.00 in a campaign to revive interest in solving the Nickel Plate problem. The Optimist Club has spent a substantial sum and much effort in behalf of rerouting, in advocating a major thoroughfare east and west and in promoting the historic values that we have in connection with the victories of Anthony Wayne.

THE FORT WAYNE CIVIC ASSOCIATION is an incorporated civic body. Its Board of Directors is composed of leading business, professional and labor representatives. Its purposes are entirely civic; it seeks no profit for itself, for any individual or for any group. Its only objective is the welfare of Fort Wayne. This can be best accomplished by arousing the interest and enthusiasm of the people in those projects that will be of greatest benefit to the people. It is prepared to do so. Its membership is varied and widely representative. Its growing numbers insures increasing strength in the solving of civic problems. We seek the organization of the citizen because he can thus become of greater value in his home, in his neighborhood, in his community and in his state. Citizen cooperation is the essence of patriotism itself. With the cooperation and support of the state and national civic associations, we have unusual opportunities for good in our own community.

THE ANNUAL BUDGET of the Fort Wayne Civic Association as adopted by the Board of Directors, follows. Liberal contributions are necessary to establish and carry on a civic program that will benefit our people, our property and maintain that intangible thing called civic spirit.





FORT WAYNE CIVIC ASSOCIATION, INC.

ANNUAL BUDGET

Adopted by the Board of Directors.

SALARIES

Executive Director	5 000 00	
Secretary	1 500 00	
Membership Secretary	1 800 00	
		8 300 00

OFFICE EXPENSE

Rent	900 00	
Light	25 00	
Stationery & Postage	300 00	
Telephone	300 00	
		1 525 00

PUBLICITY

Publicity Service	600 00	
Printing	600 00	
		1 200 00

TRAVEL		300 00
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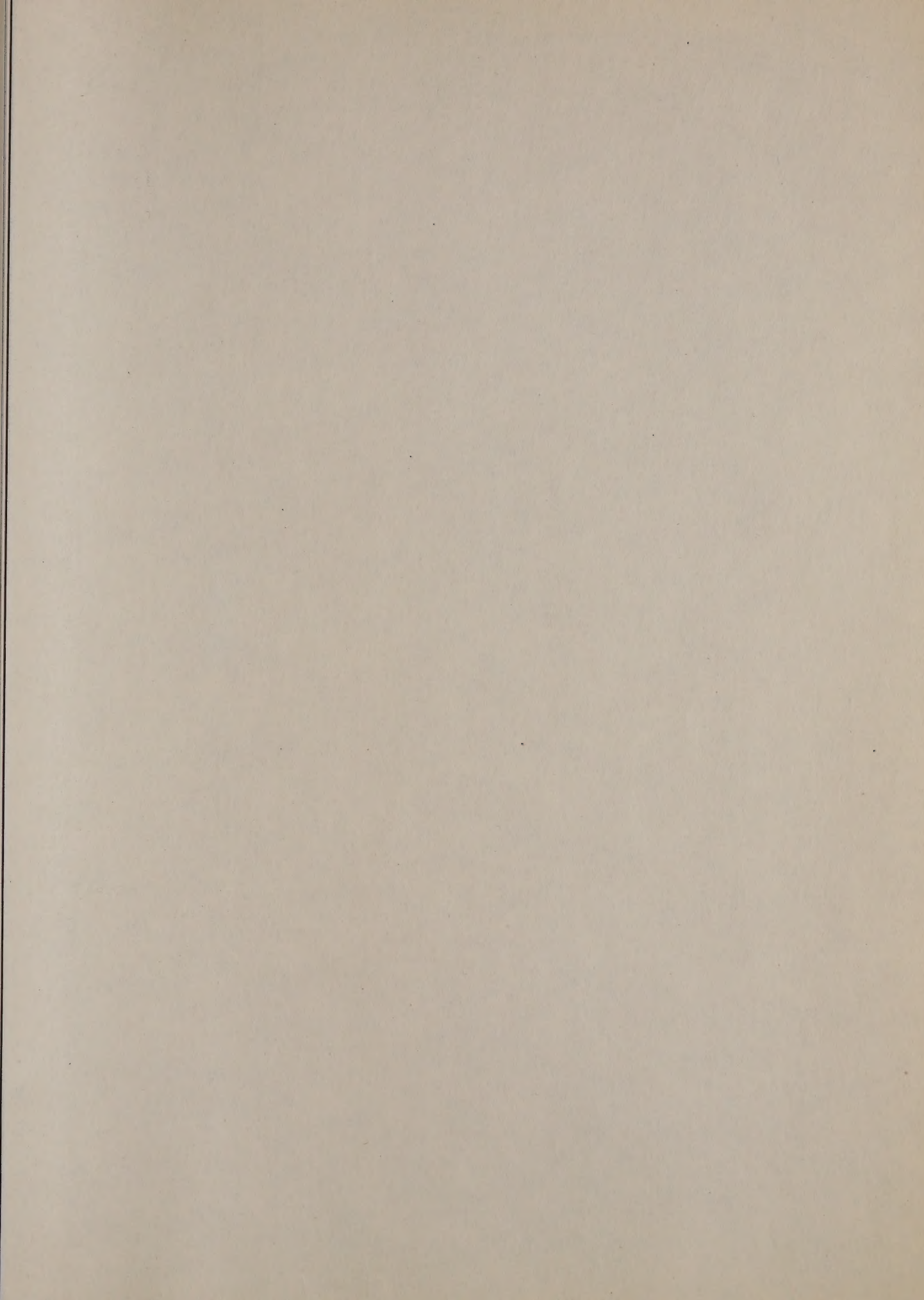
ENGINEERING SERVICE, DRAWINGS & BLUEPRINTS		500 00
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CONTINGENCIES		675 00
		<u>\$12 500 00</u>

Income from memberships of \$5.00 and less would be used to defray current mailing expense to members.





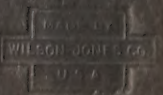












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